

November 15, 2012

GPT/Custer Spur EIS c/o CH2M Hill

1100 112th Ave NE, Suite 400

Bellevue, WA 98004

To Whom It May Concern:

My name is Soren Burwell. I live in Bellingham, Washington on the cross streets of Henry Street and Eldridge Avenue. Our house is 300 feet from the tracks that will be used to haul coal to the Gateway Pacific Terminal if it is built. I am concerned about the consequences of coals ability to spontaneously combust in route from the Powder River basin in Wyoming to Birch Bay, Washington if the Gateway Pacific Terminal Project is built. I would like a study completed to understand how frequently a train car or series of cars will spontaneously combust in route to China. What environmental effects and safety dangers could be fully mitigated to protect the health and safety of people within 1,000 feet of the corridor?

If coal traveling by train were to spontaneously combust it could cause a significant release of toxic smoke that could be an extreme health and safety hazard. Further, the fire and the use of water and fire retardants will enter our water ways, beaches, private and public park lands. The increase in coal cars passing the corridor between the Powder River basin in Wyoming and Cherry Point would be on the order of 18 trains per day from the present of 3 trains per week.

The impacts of a spontaneous combustion of coal either in a train car or large freighter puts at risk the health of residents nearby. Access to areas may be restricted for days and weeks. A spontaneous combustion event could cause significant environmental harm. How would these situations be mitigated?

The EIS needs to scientifically determine how to guarantee such an event will not happen, particularly in heavily populated areas and fragile ecosystems.

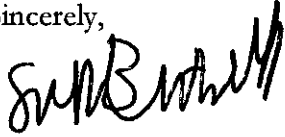
I would like the EIS to consider safety improvements to the track and shipping systems including slope stabilization and tunneling or covering track areas susceptible to landslides. Further, I would like to know what systems could be installed to notify fire fighters and train operators of such a spontaneous combustion event. I would also like a study to conclude if the costs of fire suppression systems is warranted due to the risk. This may include fire suppression systems or advance warning systems which would be triggered if spontaneous combustion event is eminent.

This study could be accomplished using historical data on the conditions associated with spontaneous combustion and how such events are handled with regard to fire suppression, evacuation, access and the health effects to humans caused by such an event. With this data it could be determined if rerouting, slope stabilization, tunneling or other methods could be utilized to

reduce the likelihood of spontaneous combustion event. And after such an event, cleanup actions could also be studied to determine how best to protect the environment.

Thank you for considering my comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Soren Burwell". The signature is stylized with a large, looped "S" and a trailing flourish.

Soren Burwell
2201 Henry St.
Bellingham, WA 98225

November 15, 2012

GPT/Custer Spur EIS c/o CH2M Hill
1100 112th Ave NE, Suite 400
Bellevue, WA 98004

To Whom It May Concern:

My name is Finn Burwell. I live in Bellingham, Washington on the cross streets of Henry Street and Eldridge Avenue. Our house is 300 feet from the tracks that will be used to haul coal to the Gateway Pacific Terminal if it is built. I am concerned about the consequences of restricted access to Larrabee State Park and in particular Clayton Beach off of Chuckanut Drive, Locust Beach off of Marine Drive in Whatcom County and Boulevard Park on Bellingham Bay in Bellingham due to train traffic in route from the Powder River basin in Wyoming to Birch Bay, Washington if the Gateway Pacific Terminal is built. Recently signs posting no trespassing have been placed at the Clayton Beach trailhead restricting recreation access to all of the people who use this State Park. The trail to Clayton Beach has been actively used for decades and therefore must be considered as an easement for public access that cannot be controlled by a corporation to the detriment of the public. I would like a study completed to provide a cost benefit analysis of providing public access to these locations. Options should include bridges and/or tunnels to provide access to these locations which provide recreational opportunities to the local community.

Restricting access to these locations will reduce my and others' quality of life. Restricting access to these locations may also limit people's ability to feed their families as fishing would be restricted.

The impacts of lack of access to usual and customary fishing and recreation areas due to coal trains can put at risk the health of residents nearby. How can this be mitigated?

The EIS needs to scientifically determine how to provide access to these parks and recreational areas and require bridges and/or tunnels for access to these locations.

I would like the EIS to consider safe crossings of the tracks in the locations mentioned above. This study could be accomplished by survey of local users of these public places and how best to provide access and at what locations. With this data it could be determined if bridges and/or tunneling or other methods could be utilized to maintain safe and convenient access.

Thank you for considering my comments.

Sincerely,

Finn B

Finn Burwell
2201 Henry St.
Bellingham, WA 98225